National Motor Truck **Tour Proving Great** Success, Say Reports

CHICAGO, Aug. 23.—The national the Goodyear organization, are in admotor truck development tour, a cay-alcade of 17 pneumatic-tired motor trucks, on a journey of 2,000 miles through Illinois, Iowa, North and South building, Chicago. Dakota, Minnesota and Wisconsin, got away on August 4 from Grant park. Chicago, under an escort of motorcycle police, the first stop being Elgin, Ill. The tour will run on a regular schedule and cover a period of 60 days, making several stops a day and in some cases staying in cities two to three lays. The tour is not run as a selling scroposition, but solely to demonstrate to the farmer the value of a pneumaticired motor truck for his farm. The rucks and their capacity follow: Atlas %-ton, Parry convertible body. Atterbury, 2-ton, rack side body. Bethlehem, 12-ton, wire screen excess body. Clydeside, 12-ton, wire screen excess body.

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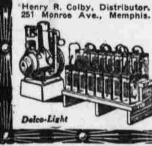
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TUESDAY, AUG. 5.
Tour got away for Belvidere, Ill., at 7:10 o'clock in the morning. The rain came down in torrents, but the trucks moved steadily on, no trouble whatever being experienced. At Belvidere an audience of 1,500 people was addressed by A. R. Kroh, official lecturer, and a great many of these were farmers and dairymen in to see the display. The band gave a concert The truck dealers of Belvidere and surrounding towns held a short meeting with Mr. Kroh and it was conducive of much good.

Rockford, the next stop, was reached in good shape and after a short parade through the city the entire party ate luncheon in the Rotary room of the Netson hotel. Jud Joslin and Murray Bird, Nash and Packard distributors, respectively, were very much interested in the tour and its results and have petitioned that after the tour is over a special attempt be made to have a demonstration of some sort in Rockford to boost truck saies and to give practical demonstrations to farmers. It

ford to boost truck saies and to give practical demonstrations to farmera. It was the opinion of these gentlemen and other committee members that the demonstration being given by the tour was the very best way possible to acquaint the farmer with the pneumaticitred truck.

The tour left Rockford escorted by Mr. Joslyn and Mr. Bird, who puloted the cavalcade into Freeport. The road was very muddy, due to a four-hour rainatom, but the trucks went right through on schedule time, reaching Freeport, the night stop, at 5:45. A band concert was given and Mr. Kroh addressed an audience of 1,500 people from the courthouse steps. After the talk a great many interested farmers and others came up for personal questions and this personal meeting broke up only when it was decided that some sleep must be had to prepare for the next day. The thing standing out prominently as the tour goes on is that the farmer is genuinely interested in his transportation problems and that he is very willing to be shown.

WEDNESDAY, AUGUST 6.

The tour got away from Freeport at 7:39 a.m. the, morning of the 6th and when about three miles from the town of Lena 15 or 20 farmers came out into the road and flagged the train down at about 9 o'clock in the morning and wished to look the trucks over. The Selden, Atterbury, Republic and Service trucks were taken into the fields and began hauling sheaf oats to the thrasher. The farmers followed the operation and asked many questions, meanwhile the moving picture machine was grinding out some mighty fine truck-on-the-farm propaganda for later use. The farm on which the demonstration was held was that of Mr. H. C. Doil. While this demonstration was going on the naval hand was discoursing sweet music to the farmers' wives and children. This demonstration was remarkable and timely because of the extremely soft condition of the roads and the fields from the heavy rains. On leaving the farmers made the tour officials promise to bring the films back into the neighborhood next fall when they have plenty of time on their hands and the plant of the contition of the roads and they have plenty of time on their hands. WEDNESDAY, AUGUST 6. sorhood next fall when they have sienty of time on their hands and can liscuss the truck problem more fully. The going was exceedingly slippery at of Warren, due to the heavy raintourn through which the trucks rode. While Geiena was scheduled as the lext stop the residents of Hazel Green. Wis. had sent a strong petition in for the truck tour to cancel Galena and come on to Hazel Green, where a big gathering, to welcome soldiers some was in progress. The decision was left to the Galena committee and it decided unanimously in favor of the plan. Since all Galena was at Hazel Green anyway. There were more interested farmers, perhaps, at Hazel Green, than at any other spot along the route.

Over the hills and into Dubuque the national motor truck development tour wended its way as solidly and resistiessly, in spite of the muddy hills, as a Juggernaut. One truck put on chains, but this was done as an experiment and it was decided that the chains at this time were not of particular benefit. The cars were parked around the courtous eity folk drifted away the interested farmers began to gather around.

Later in the evening a very in-

terested farmers began to gather around.

Later in the evening a very interesting discussion arose as to the comparative merits of the solid and the air-filled tire on the roads over which the trucks had just come. The question arose because the Intercity Haulinge company was using trucks on solids to cover the same territory the tour had passed over. It was agreed that pneumatics were the most feasible for traction on a poor road. H. A. Kessner, cashier of the First National bank, made the statement that the banks in his city would be delighted to co-operate with substantial track dealers to finance truck sales. He missted that the films being taken en route be brought back this winter and promised that he would have a large and interested audience. He surgested a day's conference, in which the far-

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mers and the bankers would play a large part.

THE NEWS SCIMITAR.

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AT DURINGDAY. AUGUST 7.

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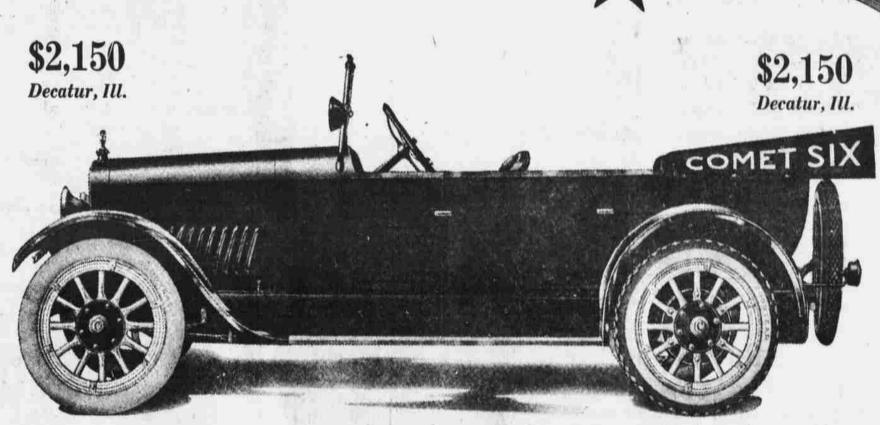
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MAIN 131

The COMET is Here



The Comet Six-The Car of Quality, Durability, Simplicity and Efficiency

THERE are two different standards by which a car is judged-a mechanical standard and an artistic standard. The 1920 COMET SIX is a car that can qualify easily in both respects. It is mechanically RIGHT. It will give you the service that you want, and that you should expect from the car in which you have invested your money. The soft throb of the motor sends a thrill through your very veins—so sure, so alive, so finely adjusted—with enough reserve force to more than meet every requirement. And the motor is backed up by perfect mechanism throughout. Artistically it is RIGHT. The long body lines of this 1920 COMET are unusually graceful. The color schemes are exceptionally pleasing. The accessories are complete and correct. It possesses the finish of the highest priced cars. The 1920 COMET gives you power; perfectly controlled, with riding and driving comfort, and ably supported with good looks.

Specifications

MOTOR—Comet-Continental 9-N Red Scal, six-cylinder on bloc, unit type with bell housing enclosing fly wheel. Latre water jackets entirely surrounding cylinders. Valves all on one side. Bore, 2½ Inches, stroke, 5½ inches. Three-ring pistons, 4½ inches long, 2½-inch diameter crank-shaft with three ample bearings. Spiral cut noiseless timing gears. Valves 1 II-16-inch diameter. Comessied push rods and guides. Lubrication, by combination force feed and splash. Pump in two-gallon base, with individual constant level trough for each crank. Three-point suspension. Horsepower 55 at annoximately 2,000 r. p. m.

CLUTCH-IG-inch Borg & Beck disc, dry piste, steel on raybestos.

TRANSMISSION—In unit with motor. Selective type, three speeds forward and reverse. Hyatt hi-duty and annular ball bearings, nickel steel gears and shafts, center control levers.

FRONT AXLE—One piece I-beam section, drop forged, heat treated. Elliott type knuckles with large spindles.

REAR AXLE—Three-oughter floating, short propeller type, malleable fron housing, nickel steel drive shafts.

BRAKES—On roar hub drums, 14-inch diameter, internal and external with powerful leverage.

FRONT SPRINGS—Semielifptic 2356 inches, special alloy steel.

REAR SPRINGS—Cantilever, self-oiling type, 25x50 inches. Special alloy steel. IGNITION—Wagner distributor and coil, current from 6-volt, 109-amper bour sterage battery.

IGNITION—Wegner distributor and coil, current from 6-voit, 100-ampere hour storage battery.

STARTING, LIGHTING—Well-known Wagner two-unit system. Generator direct connected by flexible coupling through pump shaft to timing gears. Starting motor, flange-boilted to bell housing with well-known automatic Bendix drive to fly wheel gear. Wagner ignition, lighting and dimning switch with animeter, oil grauge and speedometer on instrument panel. The whole system automatic and self-controlled. Relay on dash under hood.

GOOLING—Gear-driven centrifugal water pump with large cellular radiator and ample water jacketing. Large roller bearing fan.

GASOLINE FEED—Stromberg L-B-2 carburetor for 1%-inch intake. Stewart-Warner vacuum tank.

STEERING—Worm and complete worm year, left side drive, ample adjustments for all wear. Adjustable for positions in frame bracket and easily detached if desired. Is-inch corrugated hand wheel.

DRIVE—By two universal joints, and tubular propeller shaft to rear axie.

WHELLS—Artillery type, best grade hickory, twelve-spoke front and rear, fitted with Firestone demountable rims. Five wire wheels optional at additional cost.

TRES—J3x4. Rear non-skid.

WHEELSASE—125 inches. Approximate shipping weight, 2,950 pounds.

ROAD CLEARANCE—10½ inches at lowest point.

Delta Motor Car Company

307-309 Madison Avenue

Memphis, Tenn.